the contract to sell the water for their own benefit, paying a very limited price for the privilege. It s this point which I desire to present to you, in the hope for its public discussion before it is too

It would seem to be an obvious proposition that, as the city is to pay every dollar for the construction of the road, it should retain the possesof the franchise, either to be operated by and for the city's benefit or disposed of at the npe time of completion, and then only, to the high-

Let us glance for a moment, in a general way, at what this franchise is to be; a tunnel is to be constructed for four tracks two tracks for rapid accommodation - starting from about the City Hall to about 100th street, with branches from that point going east under the Harlem River to Bronx Park, and on the west crossing the Harlem Ship Canal and Spuyten Duyvil Creek to Kings bridge road and Riverdale avenue to the Putnam county railroad station, passing the thickly populated part of the city through tunnels and the upper sections of the city largely on viaducts. The tunnel portion will be capacious, varying in width from loops for two tracks of 25 feet in width to a maximum width of 68 feet for the four tracks. The tunnel is to be 13 feet in height, the tool coming as near the surface of the street as possible. Convenient and comfortable access is to be provided by the application of the elevator. system, avoiding the wearying climbing up and climbing down of the three story stairs of the elevated. The tunnels are to be lighted as bright as day and furnished with pure and wholesome air by well known processes. The propulsion is to be electricity or compressed air, avoiding combustion, by which the air would be vitiated, and securing by every means that experience and science can provide, safe and healthful as well as rapid transit. The roadbed in the tunnel being a wolld foundation, it will be so constructed as to provide absolute smoothness of motion. It is tiaimed that the movement will be as satisfactory. in this respect as sailing on an even keel with the tide on unruffled waters. Thus all the objections of the present mode of surface and elevated travel in jerkiness, shakiness, jiggering, jarring noise and danger will be wholly eliminated. The laducts will be equally solid and equally safe. and confortable.

Tampenfications of the Rapid Transit Commission, with all these requisites, are in every respect complete and commendable, their admirable character being secured by the careful revision of the eminent engineer. George S. Mori on Es; It is on the point of surrendering the franchise to the contractor upon terms which we will result in only comparatively nominal benefit to the city freasury that we get on de hatable ground. The difficulty in this respect with the law itself - the Act of 1894 which I have referred, and it was based the apprehension, which is clearly not tenable, is the underground road would not be profit a've and that the obligation must be imposed on "tractor to equip and operate the road and real engine and operate the road and real engine and engine and operate the road and real engine and the mode of construction to interact the mode of construction to interact the mode of the series of the series

coming to the practice in such cases made and provided.

Now you do not need to be told that all these onerous exactions as conditions of the contract are contrary to the course adopted in cases of extensive public works in all other parts of the country. Let me illustrate, near home. The Croton Aqueduct Commissioners, under the existing law, according to their last trial balance, have expended within a fraction of forty millions of dollars (33) 306-147) in building dams, additional reservoirs, conduits, and generally in the performance of their grand, massive and important work in sections I to 16 reservoirs M, at Purdy's Station, and D, at Craft's Station, and others. The result has thus far exhibited the highest degree of capability in the engineering and construction departments. Especially has first-class work been done by the contracting firm now engaged in constructing the Jerome Park reservoir.

These contracts have all been let after the general competition of practical contractors capable of executing large undertakings.

The security required has not been excessive, while the protection to the city has been ample, but of a totally different character from the prohibitive and excluding scheme of the Rapid Transit Commissioners, the city being allowed forestain a percentage of 10 or 15 per cent, from each payment under the contract as a guarantee for the final completion of the undertaking. This system applied to the rapid transit construction would result in several millions of dollars being thus retained by the city as security, while profitable competition to secure the lowest cost of construction would be obtained. If that plan were adopted, and the scheme removed from the entanglement and burden of security, how much less the work would cost than by the handicapping project propased.

Now, what is the remedy?

We are within three months of the meeting of the Legislature, and the most sangulate do not ex-

We are within three months of the meeting of

Now what is the remedy?

Now what is the remedy?

We are within three months of the meeting of the Legislature, and the most sanguine do not expect to have the contract tet before that body will be at Albany in law-making order. I propose that a short amendatory act be passed, similar to that relating to the Croton Aqueduct, providing that the construction of the proposed rapid transit system be a separate and independent work, and allowing the Rapid Transit Commission to proceed at once under the usual conditions—allowing full competition that the road shall be built for the city with the city's moneys, and when completed shall be the city's property, either to be equipped and operated by the Rapid Transit Commissioners for the benefit of the city or let for a term of years to the highest bidder. We have heard much of late about the municipal ownership of city railroad franchises.

It would cost comparatively a moderate additional sum to equip and operate the road, and the experiment could be made unler the best auspices with the present Rapid Transit Commissioners could have such a law passed within a few days of the opening of the session. They have never failed to get all they wanted at Albany through their own personal weight, powerfully aided by the potential influence of their eminent counsel.

It may be a question whether it is desirable under any circumstances to commit a scheme of local and rapid transit to the rival hands of the Metropolitan Traction Company, with whom it will be in competition at all the way stations to Harlattell, and also and the and variances. The rand transit franchise will be the moster of the situation.

The Metropolitan Traction Company have done pretty well in the proposed terms? Surely done and also and on the proposed terms? Surely they can afford to stand aside and give the laxpayers a chance—instance. Vours respectfully.

Peter B. Swerny.

Medical Directory of New York, New Jersey

and Connecticut. The Medical Directory of New York, New Jersey and Connecticut for 1899 has just been issued by the Trow Directory Printing and Publishing Company. It contains the names of 15,101 registered physicians, decists and phurmacists. The is the first volume of this publication, and besides lists of physicians in the boroughs of Manhattan and The Bronx, arranged by streets, has an alphabetical list of physicians in all three States. It contains also the laws governing the practice of medicine in each State and the relaws of the medical associations and societies.

RAPID TRANSIT FRANCHISE

A COPY LETTER TO STREE CONTY

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There seems to be no end to the curious things that one may prove about Shakespeare if one has a mind to set about it, and, in a publication issued by the Shakespeare Society of New York, which bears the title "In Re-Shakespeare's 'Legal Acquirements' Notes by an Unbeliever Therein." William C. Devecmon Esq., A. M., of the Maryland Bar, proves most conclusively that the Immortal William was no lawyer. The learned Lord Campbell, author "The Lives of the Chief Justices" and other works, once declared that it would be very difficult to prove by legal process that Shakespeare was never a clerk in an attorney's office, and the erudite Senator Davis of Minnesota has published a volume in which, among other interesting matters, he made the discovery that the poet uses law terms no less than 312 times : while a laborious and conscientious German gentlemen has concluded that the bard must have been a practising attorney, for the reaso that, in the course of his investigations, he found a record of two suits instituted for the recovery of small sums of money, wherein Shakespeare was the plaintiff, and in which no appearance was entered; wherefore, clearly Shakespeare must have conducted the suits himself. But Mr. Deveemon, perhaps not unnaturally, finds these arguments inconclusive

Searchlight Letters," is not itse'f ontimistic.

but of course optimism is not everything.

It may, we think, be admitted that Shakespears, continually and of malica aforethought, used language less exact than that of the learned gentlemen of the long robe. Witness this passage from Mark Antony's oration: "Antony. Moreover he hath left you all his walks. His private arbors, and his new planted orchards, On this side Tiber, he bath left them you,

And to your heirs forever -"Julius Casar," Act III., scene 2. In regard to this passage Senator Davis "It is to be remarked that Antony, in speaking of the real estate left by Casar to the Roman people, does not use the appropriate word 'devise.' Shakespeare nowhere uses the word in connection with a will. It was also unnecessary for Cirsor's will to have contained the expression 'to your heirs forever' in order to give the people a perpetual estate in the

It may be that Shakespeare wrote the passage as it stands with all the poet's preference for the line that scans, but it seems as though he should have been more careful. And even this excuse may not be made for him in these lines from "Love's Labor's Lost":

"Boyet. So you grant pasture for me loffering

"Marin. Not so, gentle beast; My lips no common are, though several they be."

In reference to which says Mr. Devecmon: "Shakespeare doubtless knew that one cannot at the same time hold a thing in common and in severaity, and if so, he here sacrifices his knowledge for a mere play on words, which I fancy a professional pride, if he had had any legal training, would not have permitted him to do."

And again, in the "Comedy of Errors": "Adr. Why, man, what is the matter?"
"Pro. S. I do not know the matter: he is 'rested

-Act IV., scene 2. on the case." Once more let the learned gentleman of the law elmeidate.

*Continu d on eighth page.)

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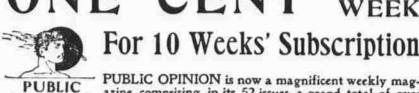
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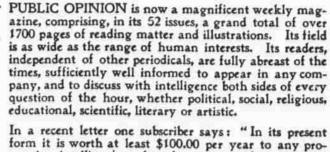
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THE SINKING OF THE SAN DOMINGO. Claims of the Crew of the Eagle for Bounty and Salvage.

The hearing in the action of the officers and crew of the auxiliary crusier Eagle against the Government for bounty and salvage growing out of the capture and slinking of the steamship San Domings, during the blockade of the Caban coast, was begun resterday in United brates District Attorney Petiti's office in Brooklyn, George D. Beatrys, the spensite commissioner appointed by Judge Thomas to take the testimony, presided. The San Pomingo, which was four times the size of the Eagle, was ran ashore and sunk by the latter to prevent the possibility of her escape. Her value was estimated at \$200,000. Each of the 150 members of the crew of the Eagle claims aboutly of \$100 as well as a proportionate share of the value of the ship The hearing in the action of the officers and

ALDANY, Oct. 6. - The Canal Advisory Commission of which Gen. Francis V. Greene of New York city is president, which was appointed by Gov. Roosevelt to investigate and report on the physical condition of the State canals and to suggest a plan for continuing their improvement, if deemed advisable, met their improvement, if deemed adviantle, met here to day. The members of the commission, with the exception of Mr. Witherbee, who was not hase, were in executive session for several hours with State Engineer and Surveyor Edward A. Bond and State Superintendent of Public Works John N. Partridge.

The commission decided to accept the invitation of the President of the New York Produce Exchange and arrange for a public hearing at the Produce Exchange as soon as possible after the 20th tast. This will be the left public hearing. public bearing.

Canal Advisory Commission